



05 JAN 2022

Memorandum

From: Rich Rainer, Town Administrator
To: Portsmouth Town Council

SUBJ: EAST MAIN ROAD RESURFACING PROJECTS

Encl: (1) Email dated 15 DEC 2021 from Administrator of Planning (Acting) RIDOT to Town
Administrator re East Main Resurfacing Projects
(2) Memo dated 22 NOV 2021 from VHB to RI DOT Planning Section re East Main Road
Resurfacing/Town Center Projects

Honorable Council,

The RI Dept. of Transportation is considering acceleration and bundling of all paving projects along East Main Road into one as described in the attached correspondence. They are seeking a letter from the Town indicating agreement that the project be scoped to include one roundabout at East Main Road and Turnpike Avenue. Their intent is to begin planning and design work this year.

I respectfully request Council permission to provide RIDOT with the requested letter.

Very respectfully,


Rich Rainer

Richard A. Rainer

From: Cotter, Pamela (DOT) <Pamela.Cotter@dot.ri.gov>
Sent: Wednesday, December 15, 2021 3:47 PM
To: Gary R. Crosby; Richard A. Rainer
Cc: Gannon, Michael (DOT); White, Kenneth (DOT); Lapointe, Ethan (DOT)
Subject: East Main Road resurfacing projects
Attachments: EMR resurface readiness review 2021 11 22 complete report.pdf

Hi Richard and Gary –

RIDOT has begun developing a scope-of-work for the East Main Road corridor, and attached is the draft prescoping documents for those projects. From there, a consultant will be solicited and selected to a complete detailed design of improvements to the roadway and ultimately the project will be advertised for construction.

The influx of new federal funding through the Infrastructure Investment and Jobs Act (IIJA) has prompted us to consider bundling all of the paving projects along East Main into one. Before we can proceed, I need to get something in writing from the Town that you're OK with the way TIP ID 1379 is going to be scoped, with one roundabout in the Town Center area. Please note that the shared use path that's in the prescoping package will be scheduled after the paving work while we work out funding and alignments.

We want to minimize unforeseen conditions and events as the project moves forward, so please let us know as soon as you can that you concur with the attached proposal. Because there is great competition for advancing TIP projects, we can accelerate only the ones in which we have come to an agreement. You can reach out to me or Michael Gannon at 563-4062 with your questions or concerns.

Thanks and in advance of the holidays, hope you have good ones – Pam

Pamela Cotter
Administrator of Planning (Acting)
Rhode Island Department of Transportation
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Providence, Rhode Island 02903
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[@ridotnews](https://www.facebook.com/ridotnews)



Memorandum

To: Pamela Cotter
Acting Administrator
RIDOT Planning Section
Attn: Mike Gannon

Date: November 22,
2021
Project #: 73220.01

From: Bill DeSantis, PE
Skye Levin, PE
Project Manager

Re: East Main Road Resurfacing/Town Center Projects
Portsmouth & Middletown, RI
TIP Readiness Review
TIP ID #1356, 1379, 1380

Kayla Northup
Transportation Designer

Executive Summary

RIDOT Planning Section has requested a review of proposed roadway resurfacing projects on East Main Road (EMR) in Portsmouth and Middletown, RI. Results of that review include:

- The 2020 Road Safety Audit should be consulted for immediate and near-term safety improvements that can be incorporated into the scope of the resurfacing and Town Center projects.
- The RIDOT Office of Stormwater Management should be consulted regarding the design and construction of multiple Stormwater Treatment Unit's for the portion of EMR resurfacing project in Middletown to comply with a Consent Decree.
- Resurfacing of East Main Road in Portsmouth and Middletown and construction of the Town Center roundabout in Portsmouth will incur the "typical" minor right-of-way impacts, drainage impacts and utility relocations for a project of this type however, these projects satisfy of the goals Portsmouth Town Center Plan and will also provide a higher level of accommodation for pedestrians than currently provided. Confirm desire to move forward with Town Center project with town officials.
- Refer to RIDOT ADA Transition Plan to verify ADA deficiencies on East Main Road to be corrected.
- The cost estimates in the TIP for the EMR Resurfacing/Town Center ID#1379 appears to be significantly low.
- The cost estimates in the TIP for the EMR Resurfacing project in Portsmouth ID#1380 appears reasonable for planning purposes.
- The cost estimates in the TIP for the EMR Resurfacing project in Portsmouth ID#1357 appears reasonable for planning purposes.

Project Purpose and Need

RIDOT Planning Section has requested engineering support services from VHB as part of the Planning On-Call to provide a readiness review of proposed resurfacing of East Main Road (EMR) in Portsmouth and Middletown, RI as per TIP ID # 1357, 1379 and 1380. This assignment will build off prior readiness review tasks on previous contracts where VHB has provided engineering and analysis support to verify the presence of any significant regulatory processes or approvals that will be required, and which have not been previously identified.

RIDOT has also requested an update of previous construction cost estimates for the following resurfacing projects (Refer to Figure 1):

Encl (2)

- › TIP ID #1357 EMR Portsmouth town line to Aquidneck Avenue in Middletown, resurfacing of the roadway
- › TIP ID #1379 EMR Turnpike Ave to Hedly Street (Town Center project), resurfacing, constructing a roundabout, limited sidewalk replacement, limited sidewalk extension, and HP ramp installations
- › TIP ID #1380 EMR Hedly Street in Portsmouth to Middletown Town Line, resurfacing of the roadway

A Readiness Review (Review) explains the engineering design parameters for the proposed facility and provides a conceptual evaluation and estimate of project impacts, cost, and schedule. The Review will verify that the project design is consistent with the applicable design parameters and that the project impacts, environmental permitting forecast, right-of-way requirements, costs and schedule submitted by the project applicant reflect actual conditions. These impacts include:

- › Wetland impacts and environmental permitting forecast
- › Right-of-way impacts and required actions (temporary easements and/or permanent acquisitions)
- › Cultural and historic resource impacts
- › Utility impacts
- › Conceptual project cost estimates

Additionally, the Review will document the various action items that will need to be made by local and state jurisdictions before the project progresses to the design, permitting and construction phases.

We note that VHB completed a Readiness Review for the East Main Road shared-use path project TIP ID #9005 from Hedly Street to Enterprise Drive in Middletown which overlaps limits of the resurfacing projects. At this time alternatives for a shared-use path along the entire length of EMR from Hedly Street to Enterprise Drive are being considered including bikeways along local parallel roadways. This review for the above projects will be coordinated with the EMR shared-use path review.

Project Purpose and Need

As defined in the TIP applications, the purpose of this project is a combination of several roadway resurfacing projects along East Main Road regardless of project schedule as per following TIP projects:

- › TIP ID #1379 East Main Road from Turnpike Avenue south to Hedly Avenue in Portsmouth including resurfacing the roadway, construction a roundabout at Turnpike Avenue, limited sidewalk replacement, limited sidewalk extension and handicap ramps.
- › TIP ID #1380 East Main Road from Hedly Street in Portsmouth south to Middletown Town Line including resurfacing the roadway.
- › TIP ID #1357 East Main Road from Portsmouth Town Line south to Aquidneck Avenue in Middletown including resurfacing the roadway. Improvements through the intersection of East Main Road and Aquidneck Avenue are not included.

Existing Conditions

East Main Road (Rt.138) is a four-lane urban principal arterial (two lanes in each direction) owned and maintained by the State of Rhode Island. The roadway is generally in north-south orientation connecting to Tiverton and Fall River/Interstate 195 to the north via Route 24 and to Middletown and Newport to the south. The study area limits are

from the intersection with Turnpike Avenue in Portsmouth at the north end south to Aquidneck Avenue in Middletown.

There are approximately 24,800 vehicles per day along East Main Road, based on historic traffic volumes. The posted speed limit within the project area is 35 mph. There are frequent commercial and residential driveway openings. The Portsmouth Town offices and commercial center is at the north end of the study limits. Retail outlets can be found south of the project area on East Main Road. Overhead electric and communication lines are present in the corridor.

Relevant Data/Previous Studies

Road Safety Audit

As part of RI's Highway Safety Improvement Program-Safety Corridor Program, VHB conducted a Road Safety Assessment (RSA) of East Main Road in Portsmouth, RI December 2020.

The FHWA defines a RSA as a "formal safety performance evaluation of an existing or future road or intersection by an independent, multidisciplinary team". RSAs are a valuable tool for transportation agencies to evaluate road safety issues contributing to injuries and deaths and to identify opportunities for improvement. Based on the crash data and existing field conditions along the corridor, the RSA participants identified several key safety-related findings. Both immediate and near-term countermeasures were developed and prioritized in order of perceived importance and association with potential opportunities for targeted improvement/corrective mitigation. Those countermeasures included engineering/infrastructure improvements as well as community education and enforcement initiatives. The infrastructure improvements ranged from clearing and trimming vegetation, enhanced signing and pavement markings, curb bump outs, high intensity activated crosswalk beacon (HAWK) beacons to a road diet from four lanes to three lanes. The findings were presented to the Portsmouth Town officials and residents. At that time, the Town decided to place any decisions regarding implementation of the road diet on hold indefinitely due to concerns regarding traffic impacts.

Town Center Plan

In 2003, the Town completed a study for a preliminary land use, design, and traffic plan in support of a "Town Center" district in Portsmouth. The implicit goal of this project was to create a Town Center that met community needs and desires and to create economic opportunity for the businesses to broaden Portsmouth's tax base. An outcome of that effort was a plan to replace the traffic signal at the East Main Road/Turnpike Avenue intersection with a modern roundabout. Conceptual plans were developed however further design has not progressed.

Preliminary Evaluation of Project Impacts

This Review was developed using data provided by the Rhode Island Geographic Information System (RIGS), managed by the Rhode Island Statewide Planning Program. The data managed by RIGIS is a compilation of information acquired from a broad base of public and private agencies and serves as a useful tool for the purposes of planning and assessing potential suitability of land use and development. The findings below are useful for identifying stakeholders and anticipating permitting requirements for the proposed project. Further research, field verification and field survey will be needed to verify the findings of this Review before proceeding to final design.



Cultural and Historic Resources, National Register Districts and Property

The Readiness Review previously conducted for TIP ID#9005 to construct a shared use path along East Main Road identified properties located within and in the vicinity of the project site that are listed in the State and National Registers of Historic Places ("State and National Registers"), and/or are included in the Rhode Island Historical Preservation and Heritage Commission's (RIHPHC) survey reports *Historic and Architectural Resources of Portsmouth Rhode Island: a Preliminary Report (Walter Nebiker 1979)* and *Historic and Architectural Resources of Middletown, Rhode Island: a Preliminary Report (Walter Nebiker 1979)* and the RIHPHC candidate files of previously surveyed properties. That information was utilized for the resurfacing projects review.

A review of the State and National Registers, RIHPHC survey reports, and candidate files was undertaken to identify previously recorded aboveground resources within or adjacent to the Project Site. A study area was set at properties within and/or immediately adjacent to the proposed project. As part of the shared use path review, VHB attempted to meet with the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) to review archaeological files and reports but were not successful. Given that the impacts of resurfacing projects are generally limited to the roadway right-of-way, impacts to cultural resources are not anticipated, however, further review and coordination with RIHPHC during the Study and Development Phase will be required to verify the presence of sensitive cultural resources along the project corridor.

The names and addresses of properties listed and eligible for listing in the State and National Registers and previously surveyed properties within or adjacent to the project site are listed in the table below.

Table 1 Properties Listed and Eligible for Listing State and National Registers

Map ID	Resource Name	Location	NR Status
3	Portsmouth Town Hall	2200 East Main Road, Portsmouth	Previously Surveyed
12	Union Meetinghouse	870 East Main Road, Portsmouth	NR Individual
13	Southernmost School	870 East Main Road, Portsmouth	Potentially NR Eligible
14	RI State Police Barracks	838 East Main Road, Portsmouth	Previously Surveyed
15	Union Cemetery (RI Cemetery No. PO016)	East side of East Main Road south of Union Street, Portsmouth	RI Historic Cemetery Inventory
A	Portsmouth Rural Historic District	East Main Road, Glen Road, Sandy Point Avenue, and Wapping Road, Portsmouth	Previously Surveyed

Regarding historic resources per Rhode Island Chapter 42-45, the state, a city or town, or any subdivision or instrumentality thereof, shall not undertake, fund, or license any activity which will encroach upon, damage, or destroy, physically, visually, or environmentally, any site, building, place, landmark, or area included in the Rhode Island state register without first obtaining the advice of the RIHPHC. RIHPHC has developed a process for determining whether properties meet the criteria for listing in the State Register of Historic Places. The RIHPHC's regulations allow for the coordination of State Register Review with Section 106 review. Completed review under Section 106 will fulfill compliance with Chapter 42-45.

Review of the Project by the RIHPHC is initiated by the filing of a memorandum that includes a cover letter that comprising the project location, a statement of the project purpose and need, project description, a list of federal and/or state funding/permitting sources, and information regarding the current and historic use of the property. A

map that clearly indicates the project area and/or limits of the ground disturbance, project plans, and clear photographs of any potentially affected resources must also be included. It is recommended the memorandum be filed early in the project planning as soon as project plans are available.

Relocation Impacts and Right-of-Way Acquisition

Given this is a resurfacing project, temporary construction easements will be required to facilitate roadside grading, driveway, sidewalk and ADA ramp construction and improvements to roadside drainage.

Sea Level Rise and Storm Surge Impacts

There are no impacts from sea-level rise and storm surge anticipated with this project.

Environmental Permitting

The RIDOT proposes to resurface EMR from the intersection with Turnpike Avenue in Portsmouth to the intersection with Aquidneck Avenue in Middletown. Along this road segment, EMR follows the upper east facing side slopes and crest of Aquidneck Island. A review of aerial photographs, the Rhode Island Soil Survey¹, and the Rhode Island Department of Environmental Management's (RIDEM) online Environmental Resource Map wetland coverages² indicated that there are no state or federally regulated freshwater wetlands in the immediate vicinity of the state road layout. There are two wetland areas depicted on the RIDEM Environmental Resource Map adjacent to EMR. One south of the intersection of EMR with Quaker Lane in Portsmouth is developed with monumentation and signage and a second at the intersection of EMR with Wyatt Road in Middletown is now completely developed.

Even if wetlands were present the work that is proposed would most likely be exempt from Rules and Regulations Governing the Administration and Enforcement of the Fresh Water Wetlands Act (250-RICR-150-15-1). Specifically, under the description of exempt activities Rule §§1.6(C)1.e. reads:

Repaving of, or undertaking normal roadway maintenance of, paved public and private roadways, bikeways or footpaths. Normal roadway maintenance includes: resurfacing or in-place recycling of paved surfaces; repairs to, resetting or replacing curbs, berms, sidewalks or guardrails; addition of guardrails, signing, striping or signals; adjusting manholes, catch basins or utility structures to grade; and structural repairs to, or in-place replacement of manholes, catch basins or grates. Paving or oiling of dirt roads, how-ever, is considered an alteration which requires a permit;

The Stormwater Management, Design, and Installation Rules (250-RICR-150-10-8) require new and redevelopment projects to treat stormwater in a manner that complies with the Stormwater Rules. Under Rule 8.12 dealing with Minimum Standard 6: Redevelopment and Infill Projects, §§(A)3. States:

Removal of roadway materials down to the erodible soil surface is an activity defined as redevelopment, but simply resurfacing of a roadway surface is not.

This statement indicates that simply repaving a road without full depth reconstruction is not an activity under the jurisdiction of the 250-RICR-150-10-8 that would be enforced by the RIDEM. Similarly, if the project does not create an erodible surface cumulatively greater than one acre the project will not require authorization under the Rhode Island Pollution Discharge Elimination System (RIPDES) General Permit for Stormwater Discharges associated with

¹ <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx> accessed 7/7/2021

² <https://ridemgis.maps.arcgis.com/apps/webappviewer/index.html?id=87e104c8adb449eb9f905e5f18020de5> accessed 7/7/2021

Construction Activity (GP). The RIDOT generally prepares a Soil Erosion and Sediment Control Plan for all projects even if they are not subject to the RIPDES GP.

Notwithstanding the statements concerning Rhode Island state stormwater regulations, the project would fall under the purview of the Consent Decree between RIDOT, the United States Department of Justice and the Environmental Protection Agency. The Consent Decree requires RIDOT to mitigate their pollutant contribution to stormwater impaired waters of the State. Compliance with the Consent Decree is achieved through coordination with the RIDOT Office of Stormwater Management (OSM) and the application of the RIDOT Linear Stormwater Manual (2019). The OSM has prepared Stormwater Control Plans (SCPs) for watersheds contributing to impaired waters. The Section of EMR north of Bramans Lane in Portsmouth does not discharge to impaired waters and there are likely no requirements to address stormwater discharges with improved stormwater treatment units (STUs) along this segment of the project. South of Bramans Road, EMR is first in the Maidford River watershed then the Bailey Brook watershed. Both these streams are impaired, and both are tributary to public drinking water supplies. The RIDOT has prepared SCPs for EMR within these watersheds with multiple conceptual STU designs for treating stormwater runoff generated along EMR. This information is available from the OSM and can also be accessed from the RIDOT Stormwater Program viewer at the following link:

<https://ridot.maps.arcgis.com/apps/webappviewer/index.html?id=b516ed62a55847e28d0243ac07206856>

It is highly likely that the OSM will require the final design and construction of multiple STUs for the portion of EMR resurfacing project in Middletown to comply with the Consent Decree. These STUs are typically bioretention swales or small biofiltration basins.

CE Checklist

Based on the routine nature of the proposed work and a review of the Programmatic CE Condition Questions (Section 4 of the CE determination checklist) it would appear that the three resurfacing projects included in this review would all qualify for programmatic CEs under the Programmatic Agreement that RIDOT has with FHWA regarding NEPA.

Regarding the Section 106 and Section 4(f) tasks, RIDOT typically keeps this review internal with their CRU staff and it is required as part of the CE process even for programmatic CEs. However, these reviews are typically routine, and the Section 106 review is part of a Programmatic Agreement that RIDOT has with the RIHPHC. There is typically a 30-day coordination period between the two agencies.

Section 4(f) evaluations are necessary only if the Project has the potential to affect a publicly owned recreational facility/wildlife refuge/or historic property. That doesn't appear to be the case for any of these projects, however, it would be up to RIDOT CRU to make this determination and sign off on these sections of the CE during the initial design process.

ADA Compliance

East Main Road in Portsmouth and Middletown is included in the RIDOT ADA Transition Plan for work to correct ADA compliance deficiencies.

Traffic Analysis

Extensive traffic analysis was conducted for the 2020 RSA and further analysis is not anticipated for the resurfacing projects.



Utility Coordination

Since this is a roadway resurfacing project, significant relocations of existing utilities are not anticipated and should be limited to individual pole relocations to accommodate ADA compliant wheelchair ramps. For the roundabout/Town Center project, the relocation of 37 utility poles is anticipated. Standard DOT practice for utility notification and coordination should be followed as the project design progresses.

Title VI/Environmental Justice

Rhode Island conducts a Transportation Equity Benefits Analysis (TEBA) as part of the Transportation Improvement Program (TIP) process. The most recent TEBA was completed for the FFY 2018-2027 TIP.¹⁸ The TEBA identifies select population groups (SPGs) that are either directly protected under Title VI of the Civil Rights Act of 1964 or may be linked to protected populations under Title VI. SPG tracts are Census tracts with populations at or above the state average for each SPG or category, including minority individuals, persons experiencing poverty/low income, school-age children, aging individuals, individuals with a disability, or individuals with limited English proficiency.

The TEBA also reports on Environmental Justice (EJ) populations. These populations are specifically protected and defined by Federal Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Based on current information, it does not appear the resurfacing projects are located within environmental justice population areas, however, during the early development of the project design, it should be verified if the project is situated within a designated EJ SPG Census tract.

Constructability/Construction Cost

TIP ID#1379 East Main Road Resurfacing Turnpike Avenue to Hedly Road (Town Center)

An update of the cost of construction based on current pricing is approximately \$20 million broken down as follows:

Construction, Mobilization and M&PT	\$16.632 million
Engineering & Contingency	\$ 2.045 million
Utility pole relocation	\$ 1.295 million
Total with Utility Modification	say \$20.0 million

The project cost listed in the current TIP is \$14.98 mil scheduled between 2024 to 2027. Given the complexity of the roundabout installation, the proposed scope and the length of time that has passed since the original Town Center concept, it appears the cost estimate in the TIP is significantly low.

TIP ID#1380 East Main Road Resurfacing Hedly Road to Middletown Town Line

An update of the cost of construction based on current pricing is approximately \$6.9 million broken down as follows:

Construction, Mobilization and M&PT	\$6.088 million
Engineering & Contingency	\$ 0.749 million
Utility pole relocation	\$ TBD
Total without Utility Modification	say \$6.9 million



The project cost listed in the current TIP is \$8.78 mil scheduled between 2022 to 2024.

Given the relatively long length of the project, the project scope of work (resurfacing) and that the proposed work will most likely require some utility pole relocations, the cost estimate included in the TIP appears reasonable.

TIP ID#1357 East Main Road Resurfacing Portsmouth Town Line to Aquidneck Avenue

An update of the cost of construction based on current pricing is approximately \$3.7 million broken down as follows:

Construction, Mobilization and M&PT	\$3.262 million
Engineering & Contingency	\$0.401 million
Utility pole relocation	\$ TBD
Total without Utility Modification	say \$3.7 million

The project cost listed in the current TIP is \$4.33 million scheduled for 2024 and 2025.

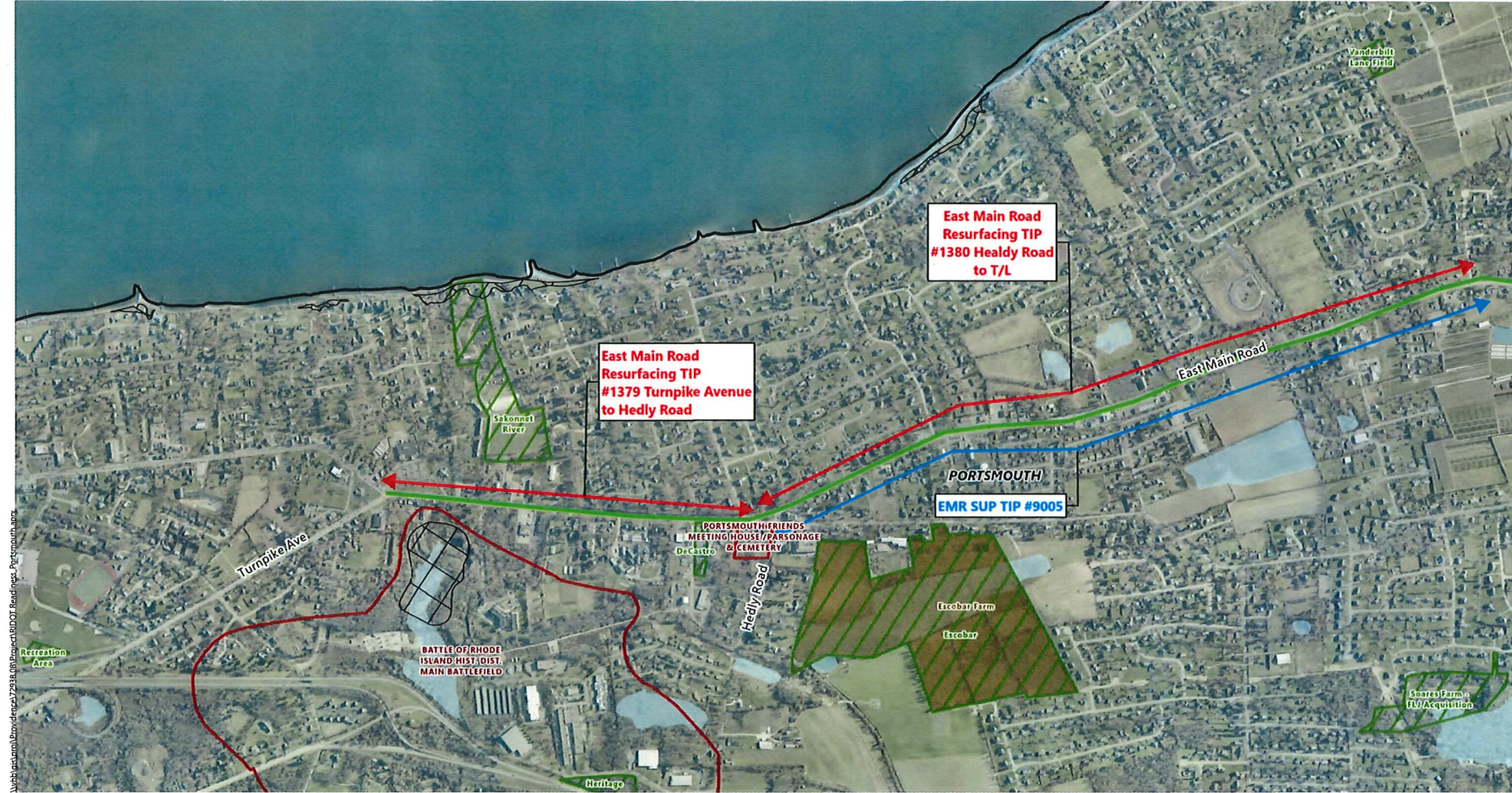
Given the relatively short length of the project, the project scope of work (resurfacing) and that the proposed work will most likely require some utility pole relocations, the cost estimate included in the TIP appears reasonable.

Summary

RIDOT Planning Section has requested a review of proposed roadway resurfacing projects on East Main Road (EMR) in Portsmouth and Middletown, RI. Results of that review include:

- The 2020 Road Safety Audit should be consulted for immediate and near-term safety improvements that can be incorporated into the scope of the resurfacing and Town Center projects.
- The RIDOT Office of Stormwater Management should be consulted regarding the design and construction of multiple Stormwater Treatment Unit's for the portion of EMR resurfacing project in Middletown to comply with a Consent Decree.
- Resurfacing of East Main Road in Portsmouth and Middletown and construction of the Town Center roundabout in Portsmouth will incur the "typical" minor right-of-way impacts, drainage impacts and utility relocations for a project of this type however, these projects satisfy of the goals Portsmouth Town Center Plan and will also provide a higher level of accommodation for pedestrians than currently provided. Confirm desire to move forward with Town Center project with town officials.
- Refer to RIDOT ADA Transition Plan to verify ADA deficiencies on East Main Road to be corrected.
- The cost estimates in the TIP for the EMR Resurfacing/Town Center ID#1379 appears to be significantly low.
- The cost estimates in the TIP for the EMR Resurfacing project in Portsmouth ID#1380 appears reasonable for planning purposes.
- The cost estimates in the TIP for the EMR Resurfacing project in Portsmouth ID#1357 appears reasonable for planning purposes.





- Proposed Shared-Use Path (SUP)
- Historic District
- Natural Heritage Area
- Open Water
- Local Conservation Areas
- State Conservation Areas
- 100 Year Flood Zone (FEMA)
- Town Boundary

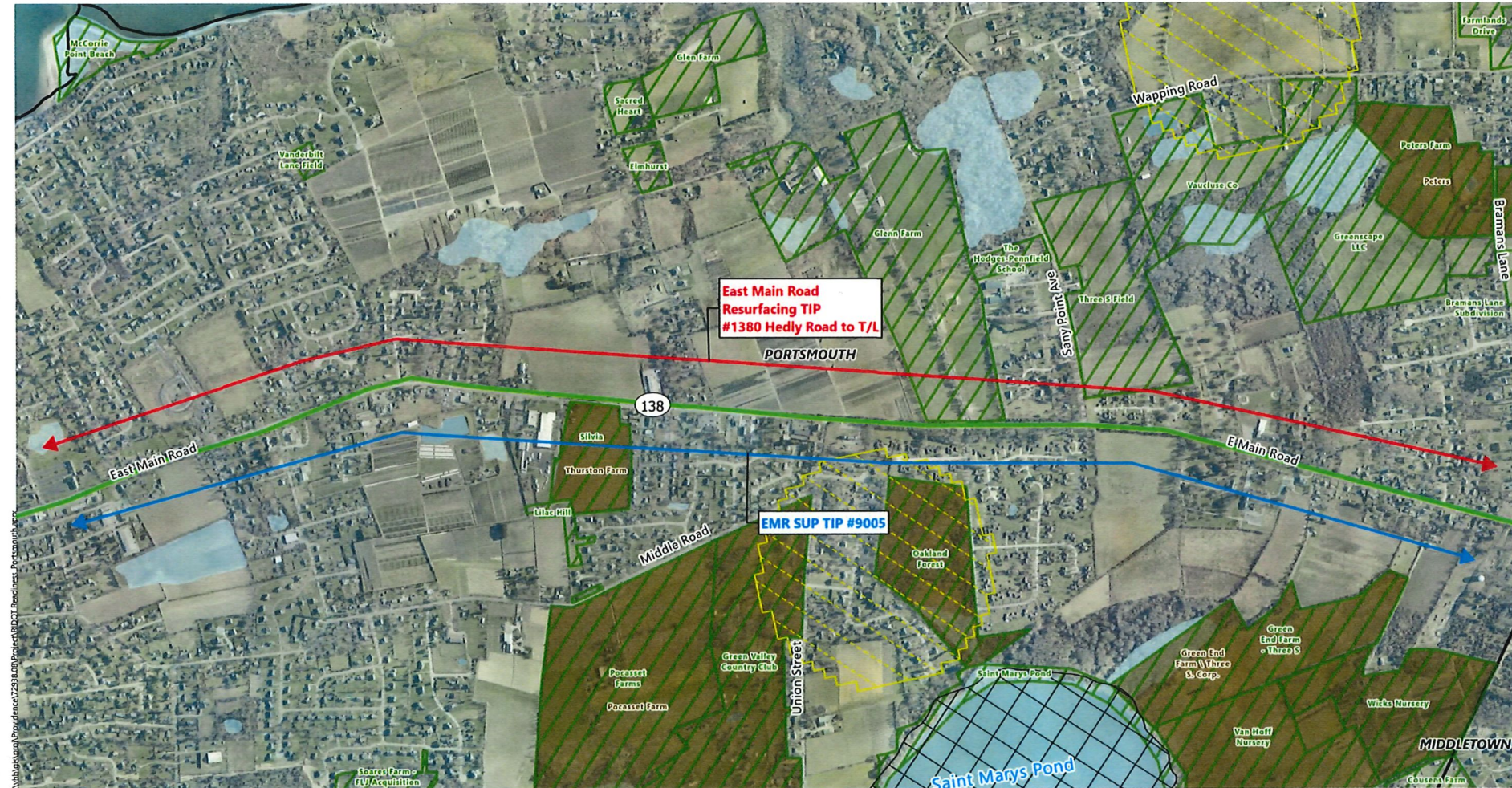
East Main Road Resurfacing Projects Readiness Review

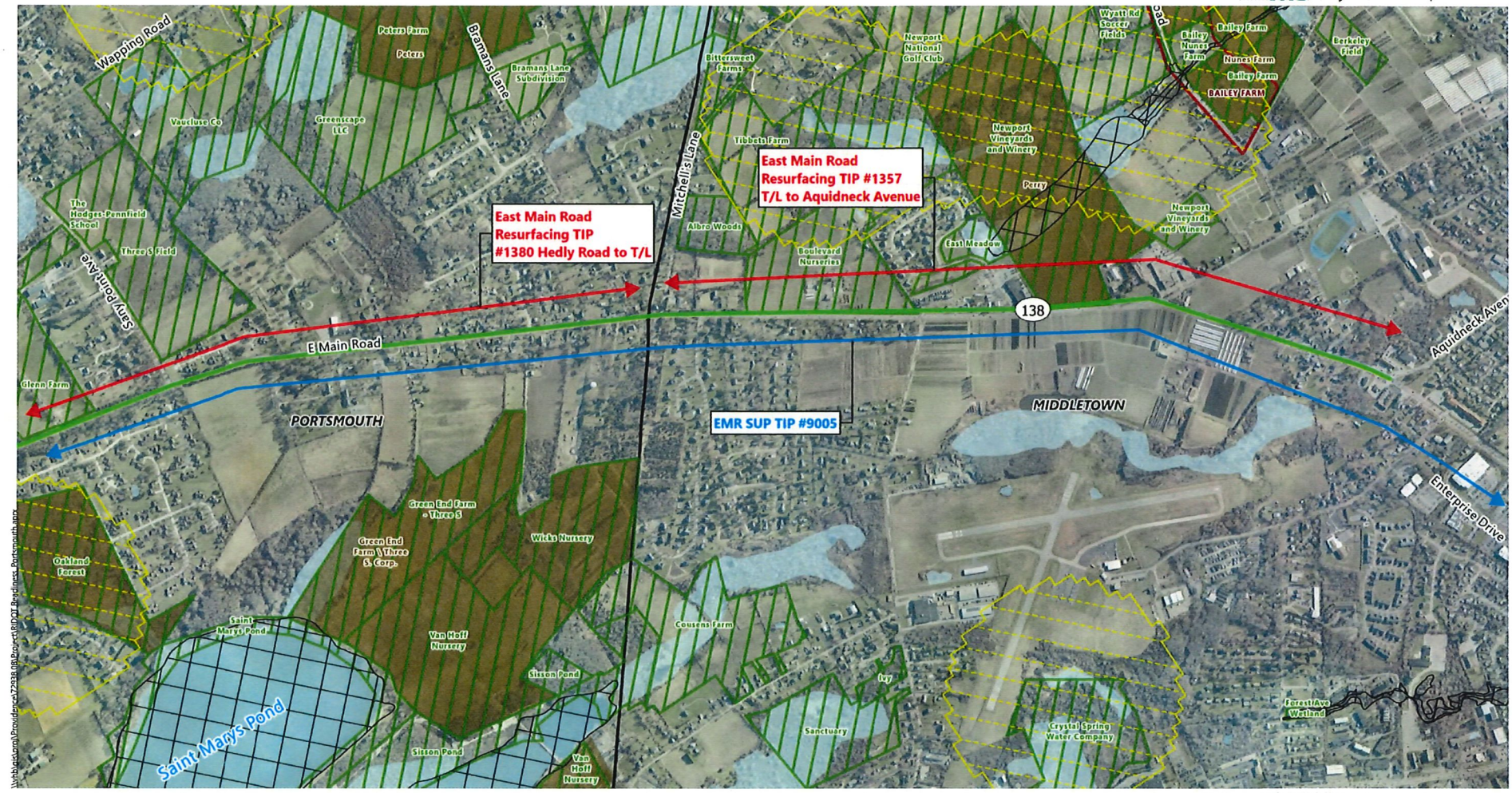
Portsmouth/Middletown
Rhode Island

Project Detail Map

Page 1 of 3

Source: VHB, RIGIS, ArcGIS Online





East Main Road Resurfacing Projects
Readiness Review

Portsmouth/Middletown
Rhode Island

- Proposed Shared-Use Path (SUP)
- Local Conservation Areas
- Historic District
- State Conservation Areas
- Natural Heritage Area
- 100 Year Flood Zone (FEMA)
- Open Water
- Town Boundary

TIP ID #1379 East Main Road Resurfacing Turnpike Avenue to Hedly Street (Town Center)



1 Cedar Street - Suite 400
Providence, RI 02903
Phone: 401 272 8100

SUMMARY

Roadway Construction \$8,262,505.00

Drainage	12%	\$	991,500.60
BMP	10%	\$	826,250.50
Utilities	5%	\$	413,125.25
Traffic Control	5%	\$	413,125.25
Traffic Signals	-		
Landscaping	3%	\$	247,875.15
Signing and Striping	5%	\$	413,125.25
Miscellaneous	25%	\$	2,065,626.25
Subtotal			\$5,370,628.25

Roadway Construction Subtotal \$13,633,133.25

Roadway Construction Total \$13,633,133.25

Mobilization (RI TAC 6/17/1999)	12%	\$	1,635,975.99
Maintenance and Movement of Traffic Protection	10%	\$	1,363,313.33
Subtotal			\$16,632,422.57

Engineer & Construction Contingency 15% \$ 2,044,969.99

Approximate R.O.W. Taking TBD by RIDOT Real Estate \$ -

Utility Pole Relocation 37 @ \$35,000 \$ 1,295,000.00

SUBTOTAL \$19,972,392.55

CONSTRUCTION COST TOTAL \$20,000,000.00

TIP ID #1380 East Main Road Resurfacing Hedly Street to Middletown Town Line



1 Cedar Street - Suite 400
Providence, RI 02903
Phone: 401 272 8100

SUMMARY

Roadway Construction \$3,080,580.00

Drainage	10%	\$	308,058.00
BMP	10%	\$	308,058.00
Utilities	5%	\$	154,029.00
Traffic Control	5%	\$	154,029.00
Traffic Signals	5%	\$	154,029.00
Landscaping	2%	\$	61,611.60
Signing and Striping	5%	\$	154,029.00
Miscellaneous	20%	\$	616,116.00
Subtotal			\$1,909,959.60

Roadway Construction Subtotal \$4,990,539.60

Roadway Construction Total \$4,990,539.60

Mobilization (RI TAC 6/17/1999)	12%	\$	598,864.75
Maintenance and Movement of Traffic Protection	10%	\$	499,053.96
Subtotal			\$6,088,458.31

Engineer & Construction Contingency 15% \$ 748,580.94

Approximate R.O.W. Taking TBD by RIDOT Real Estate \$ -

Utility Pole Relocation TBD

SUBTOTAL \$6,837,039.25

CONSTRUCTION COST TOTAL \$6,900,000.00

TIP ID #1357 East Main Road Resurfacing Portsmouth Town Line to Aquidneck Avenue



1 Cedar Street - Suite 400
Providence, RI 02903
Phone: 401 272 8100

SUMMARY

Roadway Construction \$1,469,060.00

Drainage	20%	\$	293,812.00
BMP	20%	\$	293,812.00
Utilities	5%	\$	73,453.00
Traffic Control	5%	\$	73,453.00
Traffic Signals	5%	\$	73,453.00
Landscaping	2%	\$	29,381.20
Signing and Striping	5%	\$	73,453.00
Miscellaneous	20%	\$	293,812.00
Subtotal			\$1,204,629.20

Roadway Construction Subtotal \$2,673,689.20

Roadway Construction Total \$2,673,689.20

Mobilization (RI TAC 6/17/1999)	12%	\$	320,842.70
Maintenance and Movement of Traffic Protection	10%	\$	267,368.92
Subtotal			\$3,261,900.82

Engineer & Construction Contingency 15% \$ 401,053.38

Approximate R.O.W. Taking TBD by RIDOT Real Estate \$ -

Utility Pole Relocation TBD

SUBTOTAL \$3,662,954.20

CONSTRUCTION COST TOTAL \$3,700,000.00